

SALT LAKE CITY
TRANSPORTATION ADVISORY BOARD

Minutes of the April 6, 2009 Meeting

Present from the Transportation Advisory Board were Joel Ban, Milton Braselton, Randy Dixon, Brian Doughty, Jim Jenkin, Tim Harpst, Keith Jensen, Jonathan Springmeyer, Steve Sturzenegger, Xuesong Zhou.

Also present were Russell Weeks, Steve Woods, Everett Joyce, Brent Kovac, Don Barron, John Holt, James Curtis, Dan Bergenthal.

The meeting was called to order at 4:08 p.m. by Chairman Keith Jensen. Keith asked for approval of the minutes of the March 2, 2009 meeting.

Motion: Randy Dixon moved to approve the minutes of the February 2, 2009 meeting. Jonathan Springmeyer seconded the motion. The motion passed unanimously.

Russell Weeks of the City Council office addressed the Board passing on a request by the City Council that TAB review the proposed taxi regulations and provide Council with a recommendation. Written material containing the proposed ordinance changes, public meeting discussions, a report from a consultant hired by the City and input from the taxi industry were provided to board members. Russell indicated City Council began looking at this matter approximately four years ago and wishes to take action this summer after hearing comments and recommendations from TAB. The proposed ordinance would pertain only to taxis doing business within Salt Lake City. Russell stated the Council's goals are:

1. Insure efficient and public-friendly taxi service
2. Regulate taxi companies, not individual taxis

TAB members briefly discussed the current situation and asked for several clarifications from Russell. During the public comment portion of the meeting, John Holt, an attorney representing the local taxi companies, stated the taxi industry opposes the proposed ordinance. He further stated that previous criticisms of the taxi service have been addressed and that the proposed measures are extreme.

TAB agreed to review the handouts and discuss the issue at its May 4 meeting. TAB further agreed that a rep from the City and the taxi industry would be offered 10 minutes each to present pertinent information at the beginning of the May meeting and be asked to be available during the meeting to respond to questions as the board discusses the issue.

Everett Joyce of the City Planning Division presented a PowerPoint on the draft Northwest Quadrant Master Plan. Everett explained this plan development effort began two years ago. The planning area is bordered by 2100 South on the south, the airport and Bangerter Highway on the east, the Great Salt Lake on the north and the west city limits on the west. The area encompasses 1,900 acres. Development is presently controlled by zoning put into place in 1995:

- 45% manufacturing
- 26% open space
- 28% agricultural
- 1% commercial

The intent of the plan is to create a sustainable community. The plan's vision is:

The Northwest Quadrant will be a community that embodies the principles of sustainable development in order to:

- balance and integrate the social, economic and environmental components of the community,
- meet the needs of existing and future generations,
- respect the needs of other communities in the region, and
- preserve and enhance natural ecological functions.

The plan is based on three frameworks for a sustainable community: Environmental, Transit, and Centers. The area has the potential to lead the region in sustainable development. The proposed transportation system is multi-modal with development intended to be primarily in mid- to high-density centers. There is a possibility of 25,000 households in a 2,500 acre area of developable land.

The future land use plan includes:

- 6% neighborhoods
- 24% natural areas
- 12% conservation development
- 17% greenways
- 12% infrastructure
- 28% employment
- 1% mixed-use centers

There are five transportation key implementation actions proposed:

1. Preserve right-of-ways for primary transit corridor connecting the Airport line and the NW Quadrant village center
2. Update the Transportation Master Plan to include the NW Quadrant
3. Update the Bicycle and Pedestrian Master Plan to include the NW Quadrant
 - a. Incorporate 10-mile regional loop trail
 - b. Trail terminus in Natural Area west of Airport
4. Work with UDOT to minimize the Interstate 80 barrier
 - a. Provide a community connection at the I-80 and Mountain View Corridor interchange
 - b. Maintain I-80 access to the eastern portion of the International Center when and if Airport expansion occurs

5. Modify street standards in NW Quadrant to accommodate environmentally sensitive design.

Joel asked about the adoption process. Everett said the adoption process includes the current step of taking it to city advisory boards such as TAB, followed by a public open house, public hearing by the Planning Commission and then a public hearing and adoption by City Council. Jim inquired about the makeup of the transportation infrastructure. Everett said there would be a main loop road connecting the development area and I-80. Light rail is proposed to be extended from the airport through the International Center to approximately 7200 West and then south to connect to the proposed west side rail line. Randy inquired about the future of the two old landfills. Everett said the plan is to consolidate them to one location or move the contents entirely out of the area. Steve inquired as to where the sewage lines would run. Everett said the plan is to run them to an area southwest of the I-80/Bangerter Highway area to a new treatment plant. Jim noted the plan seems to lack sufficient light rail service. Everett said the plan supports light rail, but the study didn't show as strong a support for it as originally thought. Milt asked about commuter rail. Everett said it is proposed to run through the area to Tooele Valley. Xuesong asked when development is expected to begin. Everett said probably within five years. Jon disclosed that his firm performed some of the economic and demographic analysis for the plan.

Everett thanked the Board for their comments and indicated they would be included for consideration in the final plan.

Dan Bergenthal updated the board regarding the May 7 Bike Summit. It will be held from 9 AM to 3 PM. Gary Sjoquist, Director of Government Relations for Bikes Belong will be the keynote speaker. There will also be concurrent workshops on bicycle infrastructure, education, enforcement and economic development.

Dan handed out a map showing the existing 120 miles of bike lanes and another map showing 43 miles of new bike lanes proposed to be implemented this summer. The board liked the idea of adding significantly to the bike route system.

Dan provided the board with a handout summarizing the bike station analysis conducted by UTA, UDOT, the Mayors Bicycle Advisory Committee and the City to be located at the Intermodal Hub. The study began last year. The plan is to locate the bike station in the south warehouse at the Hub. It will initially have the capability to house 80 to 100 bikes and offer bike repair service. It will be located next to a fast food/deli. The City is actively seeking funding to share the cost of construction with UTA.

Under other business, Joel handed out a report regarding the Union Pacific Railroad application to Surface Transportation Board to modify how they transport chlorine. They have issues with not being able to acquire sufficient insurance to cover a significant

incident if one occurs in a populated area. The board agreed to review the information and discuss whether they wish to review the matter further at their May meeting.

Jim announced that the Greater Avenues Community Council adopted a resolution asking people to not use their cell phones while driving. He will provide a copy of the resolution to the board.

The next meeting of the board was set for Monday, May 4, 2009. Tentative agenda topics include discussion of the proposed taxi regulations, rail transport of chlorine and a brief discussion of the FrontRunner/Draper/ecological site issue.

With no further business, the meeting was adjourned at 6:20 p.m.